

CLASSIFICATION **SECRET**
 SECURITY INFORMATION
 CENTRAL INTELLIGENCE AGENCY
INFORMATION REPORT

50X1-HUM

REPORT

CD NO.

COUNTRY **East Germany**DATE DISTR. **16 October 1952**SUBJECT **A-1 Device Production Difficulties at Zeiss**NO. OF PAGES **3**PLACE
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INFO. SUPPLEMENT TO
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1. About the middle of July 1952, the East German Ministry for Machine Construction asked VEB Carl Zeiss, Jena, to report on the status of 79 A-1 aerial training devices and 20 sets of spare parts being readied for delivery to Russia.

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In general, the status of production is satisfactory. The start of the production was delayed by about four weeks because of considerable difficulties caused by shortages of material, particularly of sheet and cast metal and of electrical construction items; the latter had partly to be procured from the West.

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Large investments for the completion of the order are no longer needed.

need a regulating transformer which would overcome the variations of current; these variations are extremely troublesome in the adjustment of the devices.

The cost of a new transformer is 5,000 DM East.

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Delays in A-1 deliveries have been caused by the failure of the following firms to meet the date specified for their deliveries:

Gears.....Pantz Firm, Zella-Mehlis
 Cabins
 Joy-stick steering mechanisms
 Training seats
 Projection frames
 Curve potentiometers.....

Maschinen-und Apparatebau,
 Schkanditz

Optik-Medizin-Technik, Leipzig

Essential supplies are no longer lacking with the exception of copper connecting wire and special threads. The latest delivery of light sheet metal for cabins arrived here on 12 July 1952.

An important bottleneck continues to be potentiometers from the Bralowitz firm in Berlin-Teltow; these potentiometers were ordered as a substitute for those from the firm of [redacted] in West Germany. [redacted] possession of enough potentiometers for 30 percent of the order. The remainder is expected to be delivered between the end of July and the end of August.

[redacted] still lack 325 pieces of high-precision ball bearings from the Thüringer Kugellagerfabrik, Zella-Mehlis. [redacted] they will be here in August 1952.

Unfortunately, the supply of Diesel fuel for truck transportation between [redacted] sub-contracting firms has come to a stop because of money difficulties.

Difficulties in procurement of materials are the main causes for the postponements in the deliveries from supplying firms; these amount to a total delay of six weeks. Also disruptions in the power supply have held up the completion of the order.

Following is the number of hours used in prefabrication and mounting [redacted]

Parts, Carl Zeiss	116,900 hours
Parts, sub-contracting firms	118,500 hours
Assembly, Carl Zeiss	43,700 hours
Assembly, sub-contracting firms	4,760 hours
Total:	283,860 hours

The following number of hours remains to be spent to complete the order:

Parts, Carl Zeiss	307,600 hours
Parts, sub-contracting firms	110,600 hours
Assembly, Carl Zeiss	212,300 hours
Assembly, sub-contracting firms	23,700 hours
Total:	654,200 hours

[redacted] deliver on the following dates:

August 1952.....	30 instruments**
September 1952.....	20 instruments
October 1952.....	20 instruments
November 1952.....	20 instruments
December 1952.....	9 instruments

According to contract, delivery of the spare parts sets is to be made by 15 October 1952.

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[redacted]

samples of the containers for the spare parts sets were rejected on 4 July 1952 by the Russian acceptance commission. The containers 50X1-HUM had to be rebuilt; the customer now wants delivery of four cabinet containers. Completion of these containers cannot be expected before October 1952. [redacted]

[redacted]

[redacted]

Comment: [redacted]

this firm was called Dralowid)

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Comment: This [redacted] confirms delivery of the first A-1 devices during August 1952. This, however, will only be possible if the Russians abandon their request to have one device tested for 1,000 hours before the first delivery will be accepted as reported previously. [redacted] so far the Russians have not given any sign of willingness to abandon the test.)

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